

What is claimed is:

1. An air spring strut for mounting between a chassis of a motor vehicle and a wheel support of a wheel suspension, the air spring strut comprising:

an air spring supported on said chassis and including an
5 outer hollow cylinder and an inner hollow cylinder disposed at least partially within said outer hollow cylinder;

a piston arranged within said inner hollow cylinder and connected to said outer hollow cylinder;

a first rolling-lobe resilient member arranged between said
10 outer hollow cylinder and said inner hollow cylinder so as to seal off an outer air chamber;

a second rolling-lobe resilient member arranged between said inner hollow cylinder and said piston so as to seal off an inner air chamber;

15 said inner hollow cylinder being articulately connected to said wheel support; and,

said inner air chamber and said outer air chamber being arranged eccentrically to each other.

2. The air spring strut of claim 1, said outer hollow cylinder having a lower section and said lower section having a plurality of openings formed therein; and, said inner hollow cylinder having a plurality of struts projecting through corresponding
5 ones of said openings so as to be axially moveable.

3. The air spring strut of claim 2, said piston being connected to said lower section of said outer hollow cylinder in a region of said lower section disposed between said openings viewed in a

radial direction.

4. The air spring strut of claim 3, wherein said air spring has a longitudinal extension and said openings are axially parallel to the longitudinal extension of said air spring.

5. The air spring strut of claim 1, said inner and outer air chambers conjointly defining an interface; and, passage means disposed at said interface for permitting an air flow between said air chambers.

6. The air spring strut of claim 5, wherein said passage means comprises valve means mounted at said interface.

7. The air spring strut of claim 5, wherein said passage means comprises at least one bore formed at said interface through which said air chambers communicate with each other to permit said air flow therebetween.

8. The air spring strut of claim 1, wherein said piston is configured as a shock absorber.

9. The air spring strut of claim 1, further comprising spring means for taking up impact loads including a maximum load when the air spring strut bottoms; and, said spring means being disposed at least at one of the following locations: said

5 chassis; the upper end of said outer hollow cylinder; and, at the outer end of said piston.

10. The air spring strut of claim 9, wherein said spring means

is made of a spring elastic material.